

**TRANSPORTATION AND AIR QUALITY CONFORMITY
CONSULTATION PROCEDURES MOU
FOR
THE VENTURA COUNTY PORTION
OF
THE SOUTH CENTRAL COAST AIR BASIN (SCCAB)
WITHIN THE JURISDICTION OF
THE VENTURA COUNTY AIR POLLUTION CONTROL DISTRICT
(VCAPCD)**

**Prepared by:
Southern California Association of Governments**

**In Association with:
Ventura County Air Pollution Control District
Ventura County Transportation Commission
California Department of Transportation
California Air Resources Board
Federal Highway Administration
Federal Transit Administration
Environmental Protection Agency**

March 4, 1999

**MEMORANDUM OF UNDERSTANDING AMONG
PUBLIC AGENCIES PARTICIPATING IN
DISCUSSION OF CONFORMITY ISSUES,
DEVELOPMENT OF STATE IMPLEMENTATION PLAN (SIP),
DISCUSSION OF MODELING ISSUES
AND
DEVELOPMENT OF THE REGIONAL TRANSPORTATION PLAN (RTP)
AND
DEVELOPMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
REGARDING
INTERAGENCY CONSULTATION, PUBLIC CONSULTATION
AND
CONFLICT RESOLUTION
for the Ventura County portion of the South Central Coast Air Basin (SCCAB)
within the Jurisdiction of
the Ventura County Air Pollution Control District (VCAPCD)**

The signatories to this Memorandum of Understanding (MOU) hereby agree as follows:

RECITALS

WHEREAS, the Southern California Association of Governments (SCAG) is the designated Metropolitan Planning Organization (MPO) for the area encompassing the counties of Los Angeles, Riverside, Ventura, Orange, San Bernardino, and Imperial, and as such is responsible for determining the conformity of plans and programs to the State Implementation Plan (SIP) pursuant to 42 U.S.C. §7506; and

WHEREAS, Federal Conformity Regulations as amended in August 15, 1997 at 40 C.F.R. §51.390 require that implementation plan revisions include procedures for interagency consultation to be undertaken by MPOs, the state and federal Departments of Transportation, state and local air quality agencies, and the Environmental Protection Agency (EPA) before making conformity determinations or approval of the SIP revisions; and

WHEREAS, Federal Conformity Regulations at 40 C.F.R. §96.105(b) require such interagency consultation procedures to include the following general factors:

- (1) the roles and responsibilities assigned to each agency at each stage in the implementation plan development process and the transportation planning process, including technical meetings (40 C.F.R. §93.105(b)(2)(i));
- (2) the organizational level of regular consultation (40 C.F.R. §93.105(b)(2)(ii));
- (3) a process for circulating or providing ready access to draft documents and supporting materials for comment before formal adoption or publication (40 C.F.R. §93.105(b)(2)(iii));

(4) the frequency of, or process for convening, consultation meetings and responsibilities for establishing meeting agendas (40 C.F.R. §93.105(b)(2)(iv));

(5) a process for responding to the significant comments of involved agencies (40 C.F.R. §93.105(b)(2)(v)); and

(6) a process for developing a list of the TCMs which are in the applicable implementation plan 40 C.F.R. §93.105(b)(2)(vi); and

WHEREAS, Federal Conformity Regulations at 40 C.F.R. §93.105(c) also require such interagency consultation processes to include certain specific processes; and

WHEREAS, Federal Conformity Regulations at 40 C.F.R. parts 51 and 93 requires the MPO to make its conformity determination according to the above interagency consultation procedures, the consultation procedures found in the applicable implementation plan, and the public involvement procedures established by the MPO in compliance with 23 C.F.R. §450; and

WHEREAS, portions of the above regulations which are satisfied through California statutes are beyond the scope of this MOU;

NOW, THEREFORE, IT IS AGREED that:

I. The following groups shall function as the forums for interagency consultation in the SCAG region:

A. The Transportation Conformity Working Group (Working Group).
[93.105(b)and(c)]

1. General purpose and functions of the Working Group. Pursuant to 23 U.S.C. §134(g) and (h), and Section 65080 of the California Government Code, SCAG is responsible for preparing the Regional Transportation Plan (RTP), the Transportation Improvement Program (TIP), and the accompanying financial plans. Pursuant to Section 176(c) of the 1990 Clean Air Act Amendments [42 U.S.C. §7506(c)], SCAG is responsible for making conformity determinations on associated plans and programs.

The Transportation Conformity Working Group functions as a forum for interagency consultation which offers advice to the Policy and Standing Committee of the SCAG Regional Council. Where appropriate, the Working Group also offers advice to the governing board of other agencies involved in the development and implementation of the State Implementation Plan (SIP) (including on-road mobile sources), the RTP, the TIP, associated conformity determinations, and project level conformity analysis. To ensure that the Working Group fulfills these functions, it shall be the policy of the Working Group to give all interested parties early and frequent access to the planning process. SCAG shall ensure early and continuous access of all agencies and interested parties to the RTP and TIP planning processes, and to all information needed to participate in these

processes. The VCAPCD shall ensure early and continuous access of all agencies and interested parties to the SIP planning process and to all information needed to participate in this process.

The general purpose of the Working Group is to review and help develop conformity determinations, plans, and programs in the SCAG region before these conformity determinations have been made by SCAG. To this end, the Working Group shall review issues relating to development of the Regional Transportation Plan and the Transportation Improvement Program.

The Working Group shall provide technical input and consultation throughout the planning process.

2. Prior to development of the conformity determination, the following issues will be consulted on by the Working Group:

a. Location and design concept and scope of projects. SCAG shall ensure that participants in the Working Group shall be consulted on issues of location, design concept and scope of project, including changes in the location and design concept and scope of projects, whenever a plan or program is developed. [93.105(c)(5)]

b. Implementation of Transportation Control Measures (TCMs).

1) List of TCMs. SCAG, after consulting with the VCAPCD and the California Air Resources Board (CARB), shall provide a list of TCMs from the applicable implementation plans to the Working Group for consultation prior to development of timely implementation assessments. [93.105(b)(2)(vi)]

2) Overcoming past obstacles. SCAG shall ensure that the Working Group identify past obstacles to implementation of those TCMs which are behind the schedule established in the SIP and shall determine whether such obstacles have been overcome. [93.105(c)(1)(iv)]

a) The Working Group shall examine whether State and Local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding for the TCMs.

b) The Working Group shall consider whether delays in TCM implementation necessitate revisions to the applicable implementation plan to remove TCMs or substitute TCMs or other emission reduction measures.

c) A schedule for making the above determinations

will be outlined at the start of each new RTP/TIP cycle.

3) Documentation of timely implementation. SCAG is responsible for documenting the timely implementation of TCMs.

a) Review of information. The information reported on timely implementation of TCMs shall be reviewed by the Working Group.

4) Priorities for TCM funding. Priorities for TCM funding are provided through the policies in the TIP.

c. Consulting on emissions analyses for transportation activities which cross borders or nonattainment areas. SCAG shall ensure that the Working Group review emissions analysis for transportation activities which cross the borders of MPOs, non-attainment areas, or air basins. [93.105(c)(2)(ii)]

d. Projects and minor arterials qualifying as "regionally significant". For purposes of this MOU, a "regionally significant" project is a project which would be considered regionally significant for purposes of regional emissions analysis, using the definition set forth by the Environmental Protection Agency (EPA) in 40 C.F.R. parts 51 and 93 or as augmented by the Modeling Task Force, hereinafter described. SCAG shall ensure that the Working Group shall use the procedures prepared by the Southern California Association of Governments for determining which projects and minor arterial shall be considered regionally significant according to the EPA definition or as augmented by the Modeling Task Force. [93.105(c)(1)(ii)]

e. Response to comments. All comments to SCAG shall be responded to by SCAG at either the meeting at which the comment was made, or, if a comment has been submitted in writing, a written response must be prepared within 30 days of receipt of the comment, and distributed to the Working Group. [93.105(b)(2)(v)]

3. At least annually, the Working Group shall discuss the following:

a. Evaluation of project exemption. Along with the Modeling Task Force, SCAG shall ensure that the Working Group review the issue of whether projects otherwise exempt from meeting the requirements of 40 C.F.R. 93 should be treated as non-exempt in cases where potential adverse emissions impacts may exist. [93.105(c)(1)(iii)]

b. Identification of projects located at sites in PM₁₀ non-attainment areas. Along with the Modeling Task Force, SCAG shall ensure that the Working Group identify projects located at sites in PM₁₀ non-attainment

areas which have vehicle and roadway emission and dispersion characteristics which are essentially identical to those at sites which have violations verified by monitoring, and therefore require quantitative PM₁₀ hot-spot analysis. [93.105(c)(1)(v)]

c. Notification of RTP or TIP amendments which only add or delete exempt projects. Participants in the Working Group shall review and offer advice regarding such deletions and additions. SCAG shall notify the Working Group when deletions and additions are planned. [93.105(c)(1)(vi)]

d. Evaluating events which trigger new conformity determinations. SCAG shall ensure that the Working Group be consulted at least annually as to which events, in addition to those events listed in 40 C.F.R. §93.104(e), trigger new conformity determinations.

4. Frequency, agenda, and convening of meetings. The Working Group shall meet once a month, or as otherwise agreed by a vote of the working group members. Additional meetings shall be convened by SCAG at the request of any member of the Working Group. Meeting agenda packets, consisting of the agenda, minutes, and the administrative record, plus copies of any relevant documents, shall be prepared by SCAG and distributed to meeting participants, persons and organizations on the Working Group mailing list, and to all persons requesting a copy at least 14 days in advance of the meeting date. [93.105(b)(2)(iv)]

5. Composition of the Working Group.

a. The Working Group includes staff representatives from the following agencies:

- 1) The Southern California Association of Governments
- 2) The South Coast Air Quality Management District
- 3) The Ventura County Air Pollution Control District
- 4) The Mojave Desert Air Quality Management District
- 5) The Imperial County Air Pollution Control District
- 6) The Federal Highway Administration (FHWA)
- 7) The Federal Transit Administration (FTA)
- 8) The Environmental Protection Agency
- 9) The California Department of Transportation (Caltrans)
- 10) The California Air Resources Board
- 11) The Los Angeles County Metropolitan Transportation Authority
- 12) The Orange County Transportation Authority
- 13) The Riverside County Transportation Commission
- 14) The San Bernardino Associated Governments
- 15) The Ventura County Transportation Commission (VCTC)

- 16) The Imperial Valley Associated Governments
- 17) Transit operators
- 18) The Antelope Valley Air Pollution Control District

b. Other public agencies (including subregional agencies), as well as environmental and business groups and the general public, may also attend, make comments at, and otherwise participate in Working Group meetings.

B. The Modeling Task Force (Task Force). [93.105(b) and (c)]

1. General Purpose and Function of the Task Force. Pursuant to 42 U.S.C. §7506(c) and section 40460(b)(2) of the California Health and Safety Code, SCAG is responsible for regional transportation modeling. SCAG is also responsible for preparing socioeconomic data and forecasts (including travel demand) used in development of the RTP, the TIP and associated conformity findings, and is additionally responsible for preparing Vehicle Miles Traveled (VMT) estimates and forecasts used in conformity analyses.

For interagency consultation the Modeling Task Force (Task Force) is a forum which, prior to the making of conformity determinations by SCAG, shall review technical decisions concerning the development and application of the regional transportation model to travel forecasting and to analysis of the transportation impacts on air quality, including emissions analyses, emissions factors and associated planning assumptions (including socioeconomic data, VMT, and temperature). To ensure that the Task Force fulfills these functions, SCAG shall ensure early and continuous access of all agencies and interested parties to the modeling process.

The Task Force shall provide technical input and consultation throughout the planning process.

2. Prior to development of the conformity determination, the following issues will be consulted on by the Task Force:

a. Travel demand forecasts and modeling. SCAG models shall be used for forecasting socioeconomic data and travel demand in the region where no other model exists which can be used for these purposes, or until changes are made pursuant to Paragraph (g), below. As other models are developed which can be used to forecast socioeconomic data and travel demand in any portion of the SCAG region, SCAG shall ensure that the members of the Task Force consider which model should be used for forecasting in that particular portion of the SCAG region and region-wide.

b. Location and design concept and scope of projects. SCAG shall ensure that the Task Force participants shall provide advice on issues of location, design concept and scope of project, including changes in the

location and design concept and scope of projects, whenever a plan or program is developed. [93.105(c)(5)]

c. Consulting on research and data collection efforts and model development. At least annually, SCAG shall bring to the Task Force for review research, data collection efforts, and model development and design, including funding and scheduling issues. The Task Force shall evaluate and choose the model or models and associated methodologies and assumptions to be used in hot-spot analysis and regional emissions analyses prior to conformity findings. [93.105(c)(6)]

d. SIP emissions inventory. The Task Force shall provide advice regarding SIP emissions inventory for on-road mobile sources and the methodology used in developing an on-road SIP planning inventory.

e. Projects and minor arterials qualifying as "regionally significant". For purposes of this MOU, a "regionally significant" project is a project which would be considered regionally significant for purposes of regional emissions analysis, using the definition set forth by the EPA in 40 C.F.R. parts 51 and 93 or as augmented by the Modeling Task Force. SCAG shall ensure that the Task Force shall use the procedures prepared by the Southern California Association of Governments for determining which projects and minor arterial shall be considered regionally significant according to the EPA definition. [93.105(c)(1)(ii)]

f. Response to comments. All comments to SCAG shall be responded to by SCAG at either the meeting at which the comment was made, or, if a comment has been submitted in writing, a written response must be prepared within 30 days of receipt of the comment and distributed to the Task Force. [93.105(b)(2)(v)]

3. At least annually, the Task Force shall discuss the following:

a. Evaluation of project exemption. Along with the Working Group, SCAG shall ensure that the Task Force review the issue of whether projects otherwise exempt from meeting the requirements of 40 C.F.R. 93 should be treated as non-exempt in cases where potential adverse emissions impacts may exist. [93.105(c)(1)(iii), 93.126, 93.127]

b. Identification of projects located at sites in PM₁₀ non-attainment areas. Along with the Working Group, SCAG shall ensure that the Task Force identify projects located at sites in PM₁₀ non-attainment areas which have vehicle and roadway emission and dispersion characteristics which are essentially identical to those at sites which have violations verified by monitoring, and therefore require quantitative PM₁₀ hot-spot analysis. [93.105(c)(1)(v)]

4. Frequency, agenda, and convening of meetings. The Task Force shall meet on the third Wednesday of every other month unless otherwise agreed by a vote of the Task Force members. Additional meetings shall be convened by SCAG at the request of any member of the Task Force. Meeting agenda packets, consisting of the agenda, minutes, and the administrative record, plus copies of any relevant documents, shall be prepared by SCAG and distributed to meeting participants, persons and organizations on the Task Force mailing list, and to all persons requesting a copy at least 14 days in advance of the meeting date. [93.105(b)(2)(iv)]

5. Composition of the Task Force.

a. The Task Force includes staff representatives from each of the following entities:

- 1) The Southern California Association of Governments
- 2) The California Department of Transportation
- 3) The California Air Resources Board
- 4) The South Coast Air Quality Management District
- 5) The Ventura Air Pollution Control District
- 6) The Mojave Desert Air Quality Management District
- 7) The Imperial County Air Pollution Control District
- 8) The Environmental Protection Agency
- 9) The Federal Highway Administration
- 10) The Federal Transit Administration
- 11) The Los Angeles County Metropolitan Transportation Authority
- 12) The Orange County Transportation Authority
- 13) The Riverside County Transportation Commission
- 14) The San Bernardino Associated Governments
- 15) The Ventura County Transportation Commission
- 16) The Imperial Valley Associated Governments
- 17) Transit operators
- 18) The Antelope Valley Air Pollution Control District

b. Other public agencies (including subregional agencies), as well as environmental and business groups and the general public, may also attend, make comments at, and otherwise participate in Task Force meetings.

c. Task Force members shall receive all modeling information and be consulted on all modeling issues.

II. The following additional interagency consultation shall take place between and among agencies as follows:

A. RTP and TIP projects. VCTC shall propose projects for inclusion in the RTP and

the TIP following appropriate consultation with other local governments and other local entities as required by Public Utilities Code, section 130303(b) and other applicable Law.

B. Disclosure to MPO of any new regionally significant non-FHWA/FTA projects and changes in the projects. VCTC and Caltrans shall inform SCAG of plans for regionally significant new non-FHWA/FTA projects (including projects for which alternative locations, design concept and scope, or the no-build option are still being considered), and of any changes in the design concept and scope of projects within their jurisdiction. Additionally, this should be done when VCTC submits a new TIP to SCAG. [93.105(c)(4)]

C. The Regional Transportation Agencies Coalition (former AB 1246 process). The location and design concept and scope of projects shall be discussed at the Regional Transportation Agencies Coalition (RTAC)¹ meetings convened pursuant to the AB 1246 process. Pursuant to Section 130059 of the California Public Utilities Code, SCAG is responsible for convening at least two meetings annually of representatives from the County Transportation Commissions (CTCs), SCAG, and the California Department of Transportation for the following purposes:

- 1) To review and consider the near-term TIPs prior to adoption by the commissions;
- 2) To review and consider the RTP prior to adoption by SCAG pursuant to Section 65080 et seq. of the California Government Code;
- 3) To consider progress in the development of a region-wide and unified public transit system; and
- 4) To review and consider any other matters of mutual concern¹.

D. Timely implementation.

- 1) Documentation of timely implementation. SCAG is responsible for documenting the timely implementation of TCMs.
- 2) Agencies responsible for reporting to SCAG timely implementation of TCMs. SCAG shall continue to receive assistance from Caltrans, the VCAPCD, and the Transportation Commission (VCTC) in gathering documentation regarding the timely implementation of the TCMs.
- 3) Implementation of TCMs. Caltrans, the VCTC, and the VCAPCD shall each implement the TCMs in the applicable SIP for which they are respectively responsible and shall report to SCAG on such implementation efforts, and report

¹With the agreement of all AB 1246 Process members, the name has been changed to the Regional Transportation Agencies Coalition (RTAC).

on the implementation efforts of their constituencies.

E. Consultation on emissions budgets. SCAG shall consult with the VCAPCD and the California Air Resources Board (CARB) regarding on-road emissions budgets for conformity analyses. Regional emissions resulting from the transportation plan and program shall be consistent with motor vehicle emissions budgets in the applicable SIPs or submitted SIPs.

F. Consultation on emissions factors. EPA shall review and approve updates of motor vehicle emission factors (EMFAC) for use in conformity analyses. SCAG shall consult with Caltrans, CARB and EPA regarding use of the latest emissions factors (EMFAC) in regional emissions analyses. CARB shall provide the most recent, EPA-approved motor vehicle EMFAC to SCAG and Caltrans for use in emissions analyses.

G. Reports on status of implementation. VCTC and Caltrans shall report to SCAG on the status of implementation of current TIP projects for which they are project sponsors. This should be done when VCTC submits the new TIP to SCAG.

H. Review and comment on findings. The FHWA, FTA, EPA, Caltrans, CARB, VCTC, and the VCAPCD, as well as other entities, shall review and comment to SCAG as appropriate on the RTP, the TIP, and associated conformity findings.

I. DTIM updates. Caltrans is responsible for updating the Direct Travel Impact Model (DTIM) for regional on-road mobile source emissions analyses, and for its consistency with the most recent EMFAC model approved by the EPA. Caltrans shall provide an updated copy of this model to SCAG in a timely manner. [93.105(c)(1)(i)]

J. Notice of availability and circulation of draft and final documents.
[93.105(b)(2)(iii)]

1) Draft documents. Notices of availability and copies of all drafts of the RTP, the TIP, and conformity findings, and associated documents, including amendments and other documents that are a part of the RTP, and TIP development, shall be prepared by SCAG and distributed by SCAG to all Working Group and Task Force members, persons and organizations on the committee mailing list, and to anyone else requesting them at least thirty days in advance of any meeting or public hearing at which the documents are discussed. Notice of availability and copies of all other draft documents shall be prepared by SCAG and distributed by SCAG in the same manner at least 14 days in advance of any such meeting or public hearing.

A notice of availability and copy of the draft SIP submittal involving the control of mobile source emissions, including amendments and other associated documents that are a part of the SIP shall be prepared by the VCAPCD, in consultation with the members of the Working Group and Task Force, and distributed by the VCAPCD to all members, persons and organizations on the mailing list, and to anyone else requesting it at least 30 days in advance of any public hearing at

which the document is discussed. A copy of the draft SIP document will be made available by the VCAPCD to any person requesting it. The VCAPCD will consider the views of each agency or person commenting on the draft SIP, and will incorporate appropriate changes and respond to the comments in writing.

SCAG shall also distribute all other relevant draft documents which are made available to SCAG by participants in the Working Group and Task Force who request that SCAG copy and distribute them. SCAG shall not, however, be responsible for distributing conformity findings, information supporting conformity findings, or any other document which has not been made available to SCAG and which SCAG is not responsible for preparing pursuant to Federal or state law or the terms of this MOU.

2) Final documents. Notice of availability and copies of the final RTP, the TIP, conformity findings, and supporting information shall be prepared by SCAG and distributed by SCAG to all members, persons, and organizations on the Working Group and Task force mailing list, and to anyone else requesting them within 30 days of their approval. [93.105(c)(7)]

A notice of availability and copy of the final SIP submittal involving the control of mobile source emissions, including supporting information shall be prepared by the VCAPCD, in consultation with the members of the Working Group and Task Force, and distributed by the VCAPCD to all members, persons, and organizations on the mailing list, and to anyone else requesting it within 30 days of the SIP's approval. A copy of the final SIP document will be made available by the VCAPCD to any person requesting it. The VCAPCD will consider the views of each agency or person commenting on the final SIP, and will incorporate appropriate requested changes and respond to the comments in writing.

K. Conformity findings. Final approval of plan and program conformity findings shall come from FHWA and FTA following appropriate consultation with the EPA. FHWA and FTA shall provide notification of joint findings of conformity determinations to SCAG and Caltrans headquarters and to the air district offices. Upon receipt of the joint findings from FHWA and FTA, SCAG shall distribute related letters and any attachments thereto to all affected agencies.

III. After SCAG has transmitted its formal conformity finding to FHWA and FTA, any correspondence or changes in information and criteria or other factors affecting the conformity determination will be distributed by SCAG to all members of the Working Group and the Task Force.

In case of any significant changes, then prior to any final action by FHWA and FTA, all recipients will be given a reasonable opportunity to comment on the above materials.

For the purpose of this section, significant changes means any change that impacts the emissions budgets, emission reduction strategies, timely implementation of TCMs, or financial constraints.

IV. Conflicts shall be resolved in the following manner: [93.105(d)]

A. Conflicts involving conformity issues and transportation projects shall be discussed at the meetings of the Working Group or Task Force as appropriate.

B. Pursuant to Sections 130301 and 130302 of the Public Utilities Code, SCAG shall be responsible for resolving conflicts between CTCs regarding their plans and programs.

C. Conflicts between SCAG and CARB or SCAG and Caltrans regarding a conformity determination made by SCAG shall be resolved as described below:

1. Notice of dispute; mediation scheduled. The head of the agency wishing to dispute the conformity determination (the "disputing agency") shall contact the Executive Director of SCAG ("Executive Director") and inform the Executive Director of the nature of the dispute. A mediation between the head of the disputing agency, the Executive Director, or the authorized representatives of one or both shall be scheduled to begin within 14 days of contacting the Executive Director of SCAG.

2. The mediation.

a. The mediator. The mediation shall be conducted by a neutral, professional mediator.

b. Establishment of ground rules for mediation. At the start of the mediation, the mediator, the Executive Director (or the Executive Director's designated representative), and the head of the disputing agency (or the designated representative thereof) shall establish the ground rules for conducting the mediation, including such factors as the purpose of the mediation, the subjects which may be discussed during the mediation, the number of representatives from each agency who may be present during the mediation, and the number of days allotted for the mediation efforts.

c. Successful mediation within time limit. If the dispute is successfully resolved during the time limit set forth in the ground rules, the Executive Director and the disputing agency head shall memorialize their consensus in a written agreement. The mediator shall retain a copy of this agreement.

d. If mediation is not successful. If the Executive Director and the disputing agency head are unable to reach a consensus during the time limit set forth in the ground rules, the Executive Director shall send a letter to the disputing agency stating that a consensus could not be reached and restating SCAG's conformity determination. The disputing agency shall have 14 calendar days, beginning on the date that this letter is received, to appeal SCAG's conformity determination to the Governor.

3. Appeals to the Governor. If CARB appeals to the Governor, the final conformity determination must have the concurrence of the Governor. If CARB does not appeal to the Governor within the 14-day time limit described above, SCAG may proceed with the final conformity determination. The signatories to this MOU understand that while the Governor may delegate his or her role in this process, the role may not be delegated to the head or staff of CARB, the VCAPCD, Caltrans, the California Transportation Commission, or to SCAG. [93.105(d)]

V. Public Consultation. A proactive public participation process consistent with the requirements of 23 U.S.C. §134 et seq. and 23 C.F.R. §450.316(b) has been adopted by SCAG and shall be used for development and adoption of conformity findings of the RTP and TIP. This process provides opportunity for public review and comment prior to taking formal action on RTP and TIP conformity determinations. At a minimum, SCAG shall provide reasonable public access to technical and policy information considered by the agency at the beginning of the public comment period and prior to taking formal action on RTP and TIP conformity determinations. Any charges imposed for public inspection and copying shall be consistent with the fee schedule contained in 49 CFR 7.95. Project sponsors in the SCAG region have also established the opportunity for public involvement in project-level conformity determinations. As part of its public participation process, SCAG will specifically address in writing any public comments regarding the proper inclusion of regionally significant nonfederal projects in RTP and TIP emissions analyses. A proactive public involvement process shall be required now and in the future. [93.105(e)]

VI. This MOU may be amended to reflect changes and additions to applicable state and federal statutes and regulations or applicable SCAG Guidelines.

VII. No entity signing this Memorandum of Understanding shall be liable for the negligent or intentional acts or omissions of any other entity for which they would not otherwise be liable.

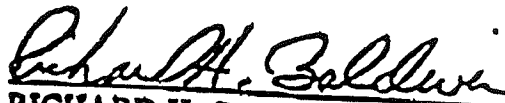
This Memorandum of Understanding, consisting of fifteen (15) pages, including the signature pages, has been entered into and executed as of the seventh day of September, 1995, by:

[Replace this page with the two original SIGNATURE pages
(pages 14 and 15) signed September 7, 1995]

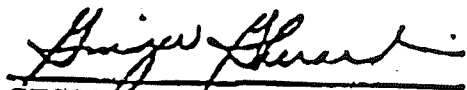
This Memorandum of Understanding, consisting of fifteen (15) pages, including the signature pages, has been entered into and executed as of the seventh day of September, 1995, by :



MARK PISANO
Executive Director
Southern California Association
of Governments



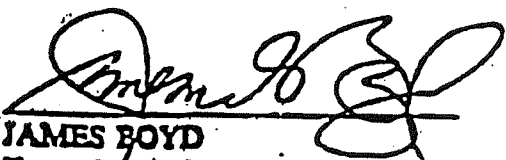
RICHARD H. BALDWIN
Air Pollution Control Officer
Ventura County Air Pollution Control
District




GINGER GHERARDI
Executive Director
Ventura County Transportation Commission




KEN STEELE
Director
CALTRANS District 7



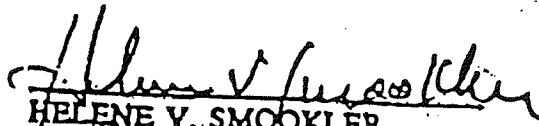
JAMES BOYD
Executive Officer
California Air Resources Board

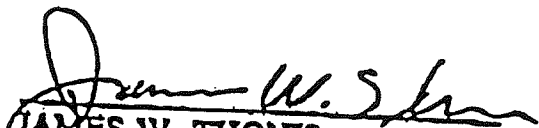

JULIE A. CIRILLO 11/2/95
Region IX Administrator
Federal Highway Administration


LESLIE T. ROGERS
Region IX ACTING ADMINISTRATOR
Federal Transit Administration

FELICIA MARCUS
Region IX Administrator
Environmental Protection Agency

APPROVED AS TO FORM:


HELENE V. SMOOKLER
SCAG Counsel


JAMES W. THONIS
Assistant Ventura County Counsel

